GASCOGNE IS ALL RIGHT

French Steamer Which Has Been Missing For Days Arrives In Port.

MADE PORT WITHOUT HELP.

DEBAL WAS DUE TO A BROKEN PISTON ROD AND THE GALES,

From the Time That They Left Havre the Officers Spoke No Transatlantic Ship-Saw Only a Four Masted Schooner-Eighteen Hours Spent in One Day in Repairing a Broken Piston Rod and a Short Time Later There Was a Much More Serious Break-Lay to in a Gale With Sea Anchors Out-Great Rejoicing in New York on the Arrival of the Vessel.

Quarantine, S. I., Feb. 12.-The Anchor liner Bollyia was reported early this evening, and her arrival at Quarantine was anxiously awaited as her reported appearance off Fire Island led to the hope that something definite would be learned concerning the long delayed French liner La Gascogne, and long before her entrance in the Narrows it was known that La Gascogne had been reported off Fire Island.

The Bolivia anchored a mile north east of the dock at Quarantine, and the United Press man went out to her on the boarding boat, the Charles F.

Captain Baxter said: "We sighted a large liner just before noon to-day, and an inspection with the glass showed her to be a large two-masted steamer with two stacks, which, from general appearance was thought to be a Frenchman, and as the pilot has informed me that La Gascogne was overdue I was certain it must be that When first seen the steamer was nearly abeam and bearing about south. I gave no further thought expecting her to overrun us, but some time later was surprised to find her dropping astern and heading slightly toward the land. Later the liner was observed to be steering across our stern and making for the land at a speed of six or seven knots. At 4 p. m. she had disappeared astern. I did not see any signals, and asked the pilot if he had observed any. He said he saw nothing like signals, but wondered why she did not overhaul us. Later I learned from the purser that he saw three balls in perpendicular line foreward the foremast. I did not see them. They Indicate 'unmanageable' or 'disabled.' There was no signal displayed asking assistance. When I first saw the liner there was an oll tank steamer a short distance ahead of her, and if assistance required this ver would have answered the call."

After leaving the Bolivia an oll tank steamer which had anchored a short distance from the Anchor liner was halled. This proved to be the Washington from Rotterdam. The mate came to the rail and said that at 1 o'clock this afternoon, ten miles east of Fire Island, La Gascogne was seen showing three balls in perpendicular line. The steamer was going at the rate of about six Battery. miles an hour and later hauled in for land as if about to anchor or to signal the observer at Fire Island.

No request for assistance was made and the Washington proceeded to port La Gascogne, eight days overdue dropped anchor at the bar here just be fore midnight. All were well on board. and a sigh of relief goes up from two continents.

Her delay was due to a broken pistonrod and to the terrific gales which have swept the North Atlantic for the week past and brought disaster to many a staunch craft. Captain Baudelon and the officers and

crew of La Gascogne brought the ship made port without help. From the time they left Havre, January 26, until yes terday they spoke no transatlantic steamer and saw only a four-masted schooner, the one which reported at St. Pierre, Miq., as having seen a large steamer off the banks apparently in distress last Saturday.

The Uited Press tug Fred B. Dalzell. with representatives of the Times, Tribune and Recorder on board, was the first tug to reach La Gascogne. The The disabled steamer had left Fire Island twenty-five miles astern and was eight miles to the eastward of Sandy Hook lightship. It was 9:45 p. m. The liner was limping Into port at half speed, with two big red lights, signals of distress, at the foremast. The tug lay alongside half an hour and the following story of the trip was obtained

The steamer left Havre January 26. On the first day out 449 miles were logged, on the second day 407 miles, on the third day, after traveling 380 miles, the piston-rod broke and eighteen hours

were spent in making repairs. When completed the ship steamed nine miles an hour, making in all sixty-six miles on the 29th. On the 30th, 31st and February 1 215, 255 and 280 miles a day were made. On February 2 the piston-rod broke down again; the anchors were put out and for forty-one hours the ship was hove-to making repairs. On the 4th the first severe weather was experienced and the ship was | For days all the prominent Frenchm blown 150 miles out of her course. On have been gathering here. the 5th, repairs having been completed, long distance telephone 103 miles were made. The ship was constantly ringing in The ship was then clear to the northward of the track Frenchmen in Philadelphia,

of transatlantic steamers and was thereore not seen by the many steamers thich passed through the regular track. Pebruary 6 169 miles were made. On noon when the United Press that the vessel was safe was the 7th the machinery broke down for stating that the vessel was safe was flashed over the wire. Proprietor Marthe third time. The heavy cyclone struck her on that day and the ship lay hove-to with sea anchors out all citement: day. No headway was made and owing to the motion of the ship repairs were difficult. On the next day the chief en-gineer, who had been at his post day and night, completed the repairs and the ship proceeded 131 miles. On the 9th, for the fourth time, the machinery broke down and only seventy-four miles ere made. On the 10th 150 miles were made and yesterday, to the great re-joicing of all on board, Fire Island was ighted and the ship crept up to her an

horage off the bar. The United Press tug was receive with a cheer by the anxious passengers. They crowded to the rail, youed and clapped their hands with all the enthusiasm of the French race. The officers refused to allow anyone of board and would not come to the rail The passengers were mor talk. obliging.

Julius Matrigan, a representative of the glove firm of Perine Freres & Co was interviewed over the side of the He said

We broke down the third day out We did not become alarmed, as we knew little as to what was the matter. The captain said it was all right and we had confidence in him. Our first experience with gales was on February We had a terrible blow then an one of the boats was badly damaged." "Was anything carried away?"

"No. The ship stood it well. We have plenty of provisions and fared first-rate were bound off our spoke to no steamers until vesterday vhen we saw an American liner bound or Philadelphia.

eager were the passengers for iews from shore that it was difficult to ecure answers to the questions tha vere hurled at them from the tug A copy of one of the United Press morn-ing papers was thrown aboard, and in cknowledgment Jules Matagran threw his card, weighed to a heavy sub tance, aboard the tug. On it was a py of the log.

The passengers said that they had een given plenty to eat, and except for the number of times the sun rose and set they would not have known any thing was wrong. All particulars to the accidents to the machinery wer kept from the passengers, but the daily bulletin of knots told the story. Be yond the tediousness of the voyage the passengers positively suffered no inconvenience. Although the derange ment of the machinery occurred on the third day it was not till the 9th that the steamer ran into bad weather, and then the slow time she was making was only that which some ocean grey hounds would have made under similar dreumstances.

The passengers all united in saving that they were not alarmed and had a good time aboard. The ship was out sixteen days in all, and both coal and provisions held out to the end.

The repairs to the piston-rod were nade by splicing it with steel bands. These worked loose or broke after day or two and had to be made over

The Compagnie General Transatlanlque sent the tug Louis Pulver down to the ship. La Gascogne did not accept he aid of the company's tug, but pr eeded under her own steam to her horage off the Sandy Hook lightship. The steamer looked very little the worse for wear after her protracted voyage

One of her boats was damaged, but all the deck gear was in place. There was a fleet of seven tugs hovering around the steamer just before she dropped anchor. They were the compay's tug and tugs bearing representatives of the New York papers. The United Press tug led the others up the bay and was the first to arrive at the

The Gascogne will start up the bay early in the morning and the passen gers will be landed before noon.

In fact, from the time the La Gas ogne struck the cyclone the passen gers were little worse off than if she was in prime running order. The Ton tonic was two days off the lightship before she could make Sandy Hook therefore La Gascogne's whole delay. so far as it would be an occasion of alarm to her passengers, occurred be-fore she encountered bad weather, and they were at no time really fear ful for their safety. She was not coated with ice as was other steamers which have reached port in the last few days, and passengers through the gales and and there were none of the evidence which ordinarily caused anxiety,

JOY IN NEW YORK.

Hundreds of Frenchmen Flocked to the Hotel Martin to Celebrate

New York, Feb. 11.-There was re joicing all over the city to-night when it was known La Gascogne had been sighted and was making her way into port. The rejoicing was greatest among the French residents, who have been from day to day anxiously awaiting the tidings of the belated liner. In the hotels and club rooms the sighting of the vessel was discussed at length and the seaworthiness of the steamer as well as the management of her com mander and his officers and crew were highly praised.

At Bishop Potter's house, where meeting was being held, when Mrs. Potter was informed of the safety she exclaimed "whoever brings good news of the La Gascogne is surely a welcome messenger.'

At the meeting of the Society of Medical Jurisprudence the news was re ceived with great satisfaction. The medicos discussed it over oysters and break was more serious this time. Sea rum punch and drank the health of all

At no place was the news hailed with greater joy as at the Hotel Martin. constantly ringing

cago, Boston, Pittsburg and elsewhere have been asking for the news.

"La Gascogne est arrive! Mon dieu! Elle est arrive enfin!"

Such a scene of uncontrolled delight as ensued has seldom been seen in New York. Men who had relatives or near riends aboard almost cried for joy. With tears in their eyes, and faces beaming with joy, they hugged each ther passionately.

As the news spread over the city nundreds of Frenchmen flocked to the Hotel Martin. The cafe soon presented scene very similar to the stock exhange with a brisk market, except hat the hurried exclamations were of oy and delight rather than of barter.

As the hour came for the grand masquerade ball of the Cercle Française de Harmonie scores of the assembled party went over to the Madison Square Garden to indulge in the festivities No French ball in the history of the oranization every began under more auspicious circumstances. Those who did ot expect to attend decided to go when the news of the La Gascogne's arrival came in, knowing that that vent would make this ball a red letter event in the history of the French

WITH GREAT EXCITEMENT. How the News Was Received at the Com-

pany's Offices. New York, Feb. 11.-The news that La Gascogne had been sighted was received amid the greatest excitement t the offices of the French line in Bowling Green. The cabin office was crowded with anxious inquirers, have relatives and friends aboard that They had been standing around with pale faces expecting at any moment to hear the worst. When the word came that the ship was safe for a while a stillness reigned which was almost painful in its intensity Agent Forget for a moment was ren lered speechless, which evidenced how anxious he had been for the safety of

La Gascogne. Then he regained himself and became wildly hilarious. He shouted, ran here and there, grasping the hand of this one and that one and fairly jumped up and down over the floor in the excitement of the moment. Then he put on his coat and started for the French line pier at the foot of Morton street, where a tug had been in readiness for days to take him to meet La Gascogne, should she be sighted.

Several of the auxious ones walting for news started to board the tug with Mr. Forget. Many wet eyes could be seen in the French line office when the news was learned. Even strong mes wept. The strain of days of worry had been too much for them. One man Mr. Riche, broke down completely and sobbed as if his heart would break. Mr. Riche has three daughters on board La Gascogne, two of them of very tender years. He had abandoned all cope when the joyful tidings came.

NINE SHIPWRECKED MEN.

New York, Feb. 11.-The steamer

co, which arrived to-day from Hull, had on board nine shipwrecked men. Yesterday in latitude 40.18 north, ongitude 69.16 west, a schooner was sighted, showing signals of distress. The sea made clean breaches, washing her fore and aft. The pumps were working, but apparently failed to free the vessel. She became more water logged every moment.

After standing by for some time a good position was secured windward of the wreck, and the starboard lifeboat was launched in charge of the chief officer with seven men. The men tug ged bravely at the oars and attempted o run alongside the wreck, but the terrific force of the sea breaking over he doomed vessel obliged them to keep aloof. The weather was cold and the wind blew a gale with high mountainous geas. The captain and crew of the schooner jumped from the stern and vere quickly hauled in the boat. All hands were rescued, but nothing, not even the effects of the crew, was saved.

On arriving on board the steamship the unfortunates and the crew of the lieboat were made comfortable. The ressel proved to be the four-master George A. McFadden of Bath, Me., 101 ons, and commanded by Captain C. F. Wallace, on a voyage with a cargo of oal from Norfolk, which port she left

ast Monday, for Boston. Captain Wallace, when seen at quarintine, said he took the gale which lew with hurricane force from the west by south of Shinnecock light on he night of the seventh. The gale lasted until yesterday, and while it pre-vailed the cabin windows were smashed and the hatches burst, the vessel taking water rapidly. The pumps were put to vork, but after laborious work of hours t was seen that they failed to gain on the water. The sails were blown from their gaskets. The foretopmast and jibboom were carried away, and the essel became waterlogged and unmanageable. The intense cold caused the water to ice up everything about the and the sea made continuous breaches over the bulwarks, washing verything moveable away and made

the decks untenable On the 10th at 12:45 p.m. the steamer rancisco hove in sight and the rescue ollowed. The schoner was abandoned, ut was leaking badly, and Captain Wallace believes she did not stay on the surface long after the crew left her. The George A. McFadden was built at Bath in 1888.

Cargo of Cotton on Fire. Charleston, S. C., Feb. 11.-The Noregian steamer Michigan, in the stream eady for sea, with a cargo of cotton, was discovered on fire last night. The fire was in holds 1 and 2. The vessel was towed to the wharf and water Chi- pumped into her.

CHARTER OPPOSED.

CORPORATION COUNSEL SO IN-STRUCTED BY COUNCILMEN.

Will Also Oppose Street Ballroad Com panics-Proposed New Ordinauce Re-lating to Builders-Joint Standing Committees Named-Other Business

Thirty-three of the thirty-six members of the board of councilmen were present at the meeting of that body last evening and considerable business of more than usual importance was transacted. Among the more important business was the instruction given to the corporation counsel in reference to the proposed new city charter, the introduction of a proposed new ordinance relating to buildings, etc., and the appointment of the councilmanic portions of the joint standing committees of the court of common council. President Charles D. Nicoli read his

list of committees as follows: The committees appointed are as fol-Annual reports-Gifford, Camp and

Appropriations-Scoville, Burns and Auditing-Whittaker, Rourke and Bath houses-Scobie, Burns and Sco-

Buildings—Plerce, Leary and Dewell, Building lines—Morehead, McGinty and Beaulah.

Claims-Coolfdge, Compertz and Chillingworth. Commercial and manufacturing incrests-Stuart, Ullman and Fuller-

Fire department-Fullerton, Gibbons and Unger. Lamps and street lighting-Wilmott, Hurd and Holcomb es Carrington, Brown and Hfford. Nominations-Beaulah, Leary

Numbering streets-Peck, Hurd and Ordinances-Dewell, Camp and Grin-

Printing-Bailey, Gompertz and Wil-Rallroads and bridges-Pickett, Frishie and Curtis. Retrenchment and reform-Unger Rourke and Morehead.

Sewers-Pierce, McGinty and Whit-Squares-Mitchell, Gibbons and Car-Streets-Forsythe, Ullman and Chil-

Water-Adt, Brown and Scoble, Special auditing committee-Grinnell and Holcomb

A petition, signed by a number of taxpayers of the city, requesting that a flagman be stationed at the junction of State, Olive and Veto streets was kerous one by reason of the rapid running of the electric cars of the New Haven Street Railway company and asks that the court of common council A Steamer Brings in the Crew of a Wrecked order the company to station a flagman at its own expense at the junction or to take some proper measures to

avert a catastrophe Councilman Coolidge introduced a proposed new ordinance relating to the oullding ordinances of the city. The proposed ordinance is substantially as follows: Resolved, That section 352 of the ordinances of the city be repealed

Any person duly licensed or permitted to occupy any part of any street or sidewalk or both, while erecting or repairing any building or making excava tion in any sidewalk or street for any purpose, shall provide safe and convenient passage around or over the same for public travel as hereinafter provided

If the using the sidewalk during the day shall compel the public to enter the street, a plank walk of not less than three feet in width shall be placed in the street from the point where the ob struction begins to the point where ends; but at night an unobstructed passage of not less than three feet shall be allowed over the sidewalk. In al cases the portion allotted to any person while erecting or repairing any building shall be lighted at night as prescribed in section 346 of the ordinances.

No license shall be given at any time for a longer period than three months. but a license may be extended without extra charge, if the superintendent of streets is of the opinion that such exension is necessary, until said ucense shall have been in force one year, when it shall then become null and void No person thus permitted to use the street or sidewalk or both shall struct the gutter. The opening left is the gutters for waterway shall not be less than twelve inches in width, and I covered, the interior space shall not be

ess than eight inches in height. The penalty for any violation is sne fied as \$50 for each offense three hours after notice to the property owner, and a lien for the sum shall be put on the premises by the street superintendent and duly recorded like all other lien within sixty days thereafter. matter was referred to the committee

on ordinances.

Councilman Rufus S. Pickett intro duced a resolution to the effect that the corporation counsel be requested to opoose before the general assembly the pending act for a new charter for the sity of New Haven, except that part of the act called the consolidation ac and that he be requested to advocate the passage of said consolidation act provided the same be so amended that ill members of the department of charties and corrections, of the board of tssessors and of the board of relief shall be appointed by the board of al dermen, upon nomination by the mayor and further so amended as to provide that the Thirteenth and Fourteenth wards named in said consolidation act shall each be represented by council-

men in the board of councilmen, and to provide that the appointment of all officers not otherwise provided for in said consolidation act and all municipal legislation for said wards, shall be by

the court of common council. Councilman Pickett asked for the unanimous passage of the resolution, and his request was seconded by Coundilman Chillingworth. Councilmer Dewell and Curtis opposed such action and the result was that the matter was later in the evening acted upon by the board of councilmen, acting as a ommittee of the whole.

On motion of Councilman Dewell an appropriation of \$200 was unanimously rdered, the same to be used to secure a portrait of Roger Sherman, the first mayor of the city, and that the portrait when procured shall be hung on the walls of the aldermanic chamber. The corporation counsel was instruct

ments to charters of all street railroads unless provision be made in same that such charters and amendments be approved by the court of common council. An attempt was made to give such in struction during the meeting of the poard of councilmen, but Councilman Pickett objected and the action had to e taken in a committee of the whole.

ompensation came up, after a lengthy iscussion, the councilmen decided to econsider their former action and con; cur with the board of aldermen. At nembers and officers of the board were declared vacant on motion of Council-man Chillingworth. The board of alermen at its meeting voted to indefialtely postpone the whole matter. When he matter came up last night Councilman Chillingworth declared that the acts of the present board of compensa tion were entirely unsatisfactory, that already charges had been practically made against the acts of some of the members, that two members had done work which was only legal for three to He said further that within thirty days some of the members of the pres ent board would undoubtedly resign, and in view of all these facts moved that the entire matter be tabled for one month. This motion was promptly vot-ed down by a vote of 23 to 8 and concurrent action taken with that of the board of aldermen, with but few dissent-

A number of petitions for appoint nent as special constables were referred the committee on nominations, mong the petitions was one from John . Remsen, head usher at Poll's Won-

terland theater. A lengthy remonstrance to the propos d extension of Dwight street, from Whalley avenue to Dixwell avenue, was read and referred to the committee or

COMMITTEE OF THE WHOLE. At this point the board resolved it self into a committee of the whole to consider the instructions to be given to the corporation counsel in reference referred to the committee on railroads and bridges. The petition sets forth that the place in question is a danacted as chairman and Councilman

Coolidge as clerk.

After this meeting had been called to order Councilman Curtis introduced resolution to the effect that the corporation counsel be instructed to favor the passage of the proposed new charter and moved that it be adopted. This seconded by Councilman Dewell and the arguments

egan. Councilman Pickett made a lengthy and able argument against the adopthe resolution presented by and the following substituted for the Councilman Curtis. He also argued against the adoption of the proposed ity charter and showed that by its doption the board of councilmen would be entirely denuded of its powers and at considerable length proved the truth of his argument by reading from the proposed new city charter.

Arguments opposing the proposed new charter were made by Councilman Chillingworth, while Councilmen Curtis and Dewell argued in favor of instructing the corporation counsel to appear before the general assembly and sup-

port the proposed new charter. Finally after an hour's debate the resolution of Councilman Curtis was defeated by a vote of 23 to 3, Councilnen Curtis, Dewell and Brown voting in the negative. The original motion of Councilman Pickett instructing the corporation counsel to oppose the pro-posed new charter was adopted in an aye and nay vote, resulting 25 ayes to 6 nays. Those voting in the negawere Councilmen Ullman, dem., Hurd, dem., Forsyth, rep., Dewell, rep., Curtis, rep., and Brown, dem. The resolution instructing the cor-

poration counsel to oppose all railroad harters, etc., was next adopted, with but two dissenting votes.

The committee of the whole ther crose, its report was made to the board of councilmen and the corporation counsel instructed to oppose the two measures in question.

ALL IS QUIET.

More News Has Been Received From Honolulu. Washington, Feb. 11.-Mr. Thurston, the Hawalian minister, this evening for other emergencies she has been received the following from F. M. forced to remain a few miles off shore, Hatch, Hawaiian minister of foreign affairs:

"Honolulu, Feb. 2 .- All quiet. Trials progressing smoothly. Queen to be tried Monday (4th). Cranston (American), Mueller (German) and Johnstone (English) deported per Warrimoo for con-Cranston and Mueller also im plicated with conspiracy to use dyna-

Fast in the Ice.

City Island, Feb. 11.-The condition of ce in the sound remains unchanged, Steamer Metropolitan, from New Lon don for New York, experienced great difficulty trying to forge her way through ice between Hart's Island Poin and Stepping Stones light, a distance of about one mile, which it took the steam er more than eight hours to accomplish At nightfall she still remains fast in the

THE FINANCIAL QUESTION. It Was Seriously Discussed by Members of

Washington, Feb. 11.-Secretary Car isle sent to the house to-day in reply to a resolution a statement showing that the share of the United States in he expense of maintaining a protectoate over Samoa up to the present has een \$71,346. Secretary Carlisle will be asked to ap

pear before the house ways and means

committee to-morrow and lay before the members a copy of the contract made with the syndicate for the nurchase of the new issue of government bonds That this invitation should be sent to him was the conclusion reached by the committee after a session to-day of an hour and a half. When the committee met Mr. Bynum of Indiana, who offered a resolution at Saturday's meeting favoring the issuance of a thirty-year 3 per cent, bond, withdrew it without comment. Thereupon Mr. Wilson of West Virginia, chairman of the committee laid before the members a proposition When the question of declaring the which, while lacking the form of a respense and officers of the board of olution, embodied the essential characteristics. which, while lacking the form of a res ter of such, looking to the authorizing of the president to negotiate this speci fic loan at 3 per cent., payable in and prohibiting the secretary of the treasury from using it for current expenses and only as a reserve for the greenbacks. The term of years for which the bonds might run was not

nentioned. This led to a general dis-

cussion, some holding that the presi-

dent in his message had said it must be

a thirty-year bond. Mr. Cockran of

New York opposed the suggestion

willing to support any proposition looking to the maintenance of the credit of the government. Mr. Cockran offered a resolution authorizing the secretary to buy gold and silver buillion in such amounts as may enable him to maintain the parity of the two metals and the integrity of the gold reserve and issue bonds for the gold or silver bullion purchased, provided that the same metal purchased shall be returned at stated periods fixed in the bond, at per cent. interest for the use of the buillion offered. It came out in the discussion that on the day the contract was alleged to have been made with the syndicate 4 per cents, were selling at 6 per cent, more than was offered for the proposed new thirty year loan. The question was then asked of Mr. Wilson how it happened that the president could negotiate such a loan with his friends. Messrs, Strong and Morgan representing the Rothschilds of Europe for a thirty year bond at this difference between the price offered and the quot

ations for 4 per cents, in the market. Mr. Wilson replied that he did not know. This led Mr. Hopkins of Illinois, on of the republicans, to move that Sec-retary Carlisle be asked to come before committee and lay before it a copy of the contract made with the syndi-He added it was proper that the committee should have full information not only regarding the contract, but also the circumstances under which it was made so that the committee could vote intelligently. This proposition was seconded by Mr. Cockran and after a brief debate was carried; the only opposing votes being cast by Mr. Bynum and Mr. Turner of Georgia. A recess was taken and a telegram was sent to the secretary advising him of the committee's action and asking if he would comply with it. After delay a reply was received stating that the secretary was temporarily absent from the department and might not return until late. The committee then adjourned.

WORST OF ITS KIND.

Fishing Vessels Give Reports on the Recent

Liverpool, N. S., Feb. 11 .- Two more American schooners arrived, one of them leaking badly. One man was badly injured on the other. Both vessels report the gales heavy. There are now seven American fishing schooners in this port, and all report the worst kind of weather on the banks, but none of them lost any men. One of them spoke the wrecked schoner Claxa F. Friend Sunday about ten miles off the port and her captain said he intended going into Liverpool. The vessel that spoke her arrived here all right. Only three spars and a little other stuff from the Friend was saved. The seven bodies recovered from the

Friend will be buried by the county at Brooklyn to-morrow.

Swept by a Severe Gale.

London, Feb. 11.-Heavy weather is reported by all vessels crossing the North Sea. The Ostend steamer Leopold II., which is due at Dover at 2:30 in the afternoon, was not sighted until 10:30 this evening. She then showed three red lights. smashed, and as all the tugs are out waiting for help. She has nineteen passengers and the mails. A asterly gale swept the North Sea and Channel to-day,

NNOW IN THE SOUTH.

At Last Accounts it is Still Falling in South Carolina.

Atlanta, Ga., Feb. II .- All north Georgia is under snow to-day and the streets of Atlanta are filled with hastily rigged ; sleighs. Snow began falling this morning shortly after midnight and by 8 o'clock it was about five inches deep. A heavy sleet then began to fall, and His associates on part of the house will t has continued incessantly since. Columbia, S. C., Feb. 11.-Snow began falling all over South Carolina this morning and is still falling. Practical-

y the whole state is buried beneath

Trains from the north are delayed;

A PROMINENT MAN GONE.

DEATH OF CHARLES W. ALLEN, ONE OF OUR BEST KNOWN CITIZENS

Fire Department-Ex-Chief of Police,

The Many Public Positions and Places of Responsibility Which He Had Held-A Sketch of His Career-An Ex-Chief of the

One of New Haven's most prominent old citizens, Charles W. Allen, died yesferday afternoon at his home, 1291 West Chapel street, after a four days' illness with pneumonia. Mr. Allen was taken ill last Wednesday with a severe cold, which developed rapidly into pneumo-Dr. Whittemore attended him. Saturday Dr. Janeway, a celebrated New York specialist, was called in consultation. Mr. Allen did not appear to be dangerously ill up to a short time before his death. He had been affected

with heart trouble for some time, and

this may have been the direct cause of

Charles W. Allen was born in this city. May 21, 1821. His father was Charles Allen, a man exceptionally esteemed and loved, and who was for fifty years one of New Haven's leading Methodists. When but twenty-five years of age the son, Charles W. Allen, went into busi-ness as a dry goods merchant, continuing in that business until the outbreak of the war. He was one of the first to nlist, joining the Second regiment, Connecticut Volunteers, with a quartermas-ter's commission. This was General A. H. Terry's regiment. He was in the first Bull Run battle. Soon after that battle he was appointed quartermaster general on Governor Buckingham's staff and which position he held until the

thirty-year bond. He argued that it was unnecessary, but stated that he was lose of the war. While but a young man, thirty-two years of age, he was elected a director of the Quinniplac bank, then located on lower State street, and which later became the Yale National. He was a di-

rector in this bank until 1878. Mr. Allen also held many public offices. He was elected councilman from the Fourth ward in 1853. During that ear he was made chief engineer of New Haven's old volunteer fire department, holding the office until 1856 and filling the position with great efficiency. was chosen again on his return from the war in 1862, holding also his office on Governor Buckingham's staff. was elected city auditor in 1866 and seectman in 1870. In 1872 he was appointed New Haven's chief of police, holding that office until 1879. In 1879 he retired from active pursuits to enjoy the combetency which by his ability and sagac-

ity he had accumulated. Mr. Allen for years owned, together with George Cook, a celebrated New Haven carriage manufacturer of years ago, a cottage at Savin Rock called the Pagoda, which was located on Kelsey's wharf about 200 feet from the shore. Here he spent a portion of each summer for quite a number of years. Mr. Allen was the owner of considerable valuable New Haven real estate. His brother, the late Heman B. Allen, was for many years a prominent Chapel street dry goods merchant where Monson & Carpenter's store was afterward. On retiring from the dry goods busi-ness he became interested and prominent in a large fertilizing manufacturing business in New London, and later was for years a prominent man in the

Maridan Bronze company. Mr. Charles W. Allen's wife and four children survive him. His two sons, Edward H. Allen of New York and Charles B. Allen of Chicago, are expected to-day or to-morrow with their sister, Mrs. Charles Klotz of Brooklyn, His youngest daughter, Miss Edith,

lived with him. The suddenness of his death is a blow to a very large circle of friends. Few knew of his illness and none expected his death so suddenly. Mr. Allen made a host of friends during his life by proving himself a friend. He was a man of robust physique in the days of his strength and activity, and was a man of much executive ability, energy and force of character. Many will deep sense of personal loss in his death. He was for a long time a very active man in our community, but during the last few years, as increasing years told upon his vigor, he had lived in compar-

MARRIED LAST EVENING.

ative retirement.

Walter H. Carter and Miss Alice Merwin at

All Saints' Chapel. The wedding of Charles H. Carter, an operator on the Consolidated road, and Miss Alice Merwin of 111 South Water street occurred last evening at All Saints' chapel. Rev. Henry McCrea performed the ceremony. Miss Anna Koeckler was bridesmaid and J. L. Grinnell was best man. H. J. Parish and Frank E. Daley were ushers. A reception to the relatives was held

ple will live. CABLE TO HAWAII. Indications it Will Be Antagonized in Con-

at the bride's residence, where the cou-

Washington, Feb. 11.-The amendment to the diplomatic bill appropriating \$500,000 towards the construction of a cable to the Hawaiian Islands will be fiercely antagonized in conference, Mr. McCreary, dem., of Kentucky, chairman of the house committee on foreign affairs, will be one of the conferces. In the closing hours of the Fifty-first congress he fought a proposition for a government subsidy to be paid the promoters of the Hawalian cable and defeated it and he is understood to have said the pending proposition is even more objectionable that it commits the government to the be Mr. Hooker, dem., of Mississippi,

and Mr. Hitt, rep., of Illinois. It is believed that one if not both of the senatorial conferees will also oppose the amendment and in this case it will probably be stricken out in confrom three to five inches of snow, ference with little delay,